

Mails.

NORDDEUTSCHER LLOYD.

BRUMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samblit	FRIDAY, 4th Mar., 9 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About TUESDAY, 8th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTOW" Capt. O. Fabrik	WEDNESDAY, 9th Mar., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Fabrik	About WEDNESDAY, 9th March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 11th Mar., Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Bric	14th Mar., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIK	Sellier	28th Mar., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	29th Mar., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta. Interceptors meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 1st March, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebert, Sonthe.

A. I. and Watkins.

Yokohama, April 28th, 1903.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produce for Toilet Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

For Sale.

FOR SALE
AT
GRACA & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Tweezers, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlour and household use. Toy Books for Children.
Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.
Relief Straps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.
Hongkong, 12th January, 1910.

Dentistry

Dr. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TAIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.
Hongkong, 29th June, 1904.

To Let.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 14th February, 1910.

To Let.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
9, MACDONNELL ROAD.
A HOUSE in WONG-MEI-CHONG ROAD.
A HOUSE in KIPON TERRACE.
OFFICES in YUAK BUILDING.
FLAT in MONTEFIORE TERRACE.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 9th February, 1910.

GODOWNS in MASON'S LANE between Wyndham and Zetland Streets lately vacated by Messrs. Barretto and Co. suitable for Cinematograph show or storage.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 5th January, 1910.

TO LET.

GODOWNS No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st March, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 17th February, 1910.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Toms & Co.).

Apply to—
THE COMPADRE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—
GODDARD & DOUGLAS,
Hongkong, 8th December, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 12th June, 1904.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 22nd October, 1909.

MAINTAINED BY A TIGER.

THRILLING CIRCUS SCENE.

Petersburg, Feb. 3.
For some days past the chief attraction at Cielito's, the principal circus in St. Petersburg, has been a group of performing tigers, presented by their trainer, Herr Heindrichsen.

Their show was given in a cage erected in the middle of the arena. The "clou" of Herr Heindrichsen's performance was his encounter with "Cesar," one of the biggest tigers ever exhibited in a European circus.

PARVING THE BLOWS.

"Cesar" was admitted into the cage after the rest of the performance from a small travelling box, and invariably made for Herr Heindrichsen, who, until the other night succeeded in interposing a heavy table or stool between himself and the beast, and after avoiding the blows of the latter's paws, eventually scared it back into its box by firing a succession of blank revolver cartridges.

At a recent performance "Cesar," after being released from his box by the circus attendants bounded straight at Herr Heindrichsen and pinned him to the ground with a blow from its paw on the trainer's right leg.

Cries of horror arose from the public, but Herr Heindrichsen kept his presence of mind and fired at the tiger's foot with his revolver, which was only loaded with black cartridge. With the first discharge he missed the tiger and buried himself on the leg, but subsequently his aim was more sure, and the beast released its hold of him.

TRAINER ON AN AMBULANCE.

He continued firing, as did the attendants in the ring outside the cage, and the tiger, after several moments of the most tense society, slowly backed into its box. The shutter was immediately closed, and Herr Heindrichsen, amid tumultuous applause from the alarmed audience, jumped into the main arena.

There he collapsed into the arms of the attendants, and he was afterwards taken on an ambulance to the German Hospital. He was badly mangled, but his condition is quite satisfactory.

Only quite recently another of Herr Heindrichsen's charges showed such dangerous symptoms that the management of the circus prohibited its exhibition.—Reuter.

Public Companies

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 o'clock (noon) on WEDNESDAY, the 17th March.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Managers, Limited.

Hongkong, 15th February, 1910.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 15th February to 10th March, both days inclusive.

By Order,
H. F. HICKMAN, Acting Secretary.

Hongkong, 17th February, 1910.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD., W. G. DAREY, General Manager.

Hongkong, 28th February, 1910.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London ex s.s. Cordouan and Medoa, from Salonique ex s.s. Siron, and from Bordeaux ex s.s. Verbiest, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. the 28th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 7th March, at Noon, will be subject to sale and landing charges.

All claims must be sent in to me on or before the 8th March, or they will not be recognised.

All damaged packages will be examined on the 7th March, 1910, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

P. THOMAS, Agent.

Hongkong, 21st March, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of March, at 9.30 A.M.

All claims must reach us before the 6th of March, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 23rd February, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th February, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA."

Captain Fass, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE."

having arrived from the above Ports Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd March, at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 3rd March. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of the vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 25th February, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 24th February, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses—Ground. All kinds of Refracts. Spectacles for all requirements.

Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

John Street, Bedford Row, W.C.

19, Rastell Street.

164, Nanjing Road.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, indigestion, climate, dissipation, excess, youthful imprudence, or other influences incident to the wear and tear of modern life. It is a powerful tonic, invigorating, and refreshing, and is especially adapted to the treatment of all cases of nervous debility, general and local weakness, general and local paralysis, loss of vitality, loss of memory, loss of energy, loss of power, loss of strength, loss of endurance, loss of courage, loss of confidence, loss of faith, loss of hope, loss of love, loss of life, loss of all that makes life worth living. It is a powerful tonic, invigorating, and refreshing, and is especially adapted to the treatment of all cases of nervous debility, general and local weakness, general and local paralysis, loss of vitality, loss of memory, loss of energy, loss of power, loss of strength, loss of endurance, loss of courage, loss of confidence, loss of faith, loss of hope, loss of love, loss of life, loss of all that makes life worth living.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equaled in all cases of poor blood, and so that you get the best of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and in whatever form it comes with removing all blotches, pimples, spots, scurf, scaly eruptions, and all kinds of skin diseases, and in whatever form it comes with removing all blotches, pimples, spots, scurf, scaly eruptions, and all kinds of skin diseases, and in whatever form it comes with removing all blotches, pimples, spots, scurf, scaly eruptions, and all kinds of skin diseases.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine" whichever is required, and see that you get the best of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and in whatever form it comes with removing all blotches, pimples, spots, scurf, scaly eruptions, and all kinds of skin diseases, and in whatever form it comes with removing all blotches, pimples, spots, scurf, scaly eruptions, and all kinds of skin diseases.

Intimation.

Powell's

Furnishing Department

AT
ALEXANDRA BUILDINGS,
(FIRST FLOOR)

UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER
EASY CHAIRS
in a variety of styles,
IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers.

BEDROOM

FURNITURE

A Quantity of full
Suites always ready for
delivery in various fin-
ishes.

**BEDROOM CHAIRS,
TABLES,
AND
LOUNGES**

"EN SUITE"

**BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTERED
BOX-SPRINGS
AND
BED LINEN
OF
Every Description.**

Hongkong, 29th February, 1910.

Intimations.

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW.

IN the BOTANIC GARDENS.

TUESDAY, 8th March:

Open 2 P.M. to 6 P.M. Admission 5s.

The Prizes will be distributed at 5 P.M.

WEDNESDAY, 9th March:

Open 10.30 A.M. to 3 P.M. Admission 50 cts.

3 P.M. to 6 P.M. 20 "

Children half-price.

TEA will be obtainable on the Grounds.

By permission of Col. Prior and Officers the

Band of the 13th Rajputs will play on both

days from 2.30 to 6 P.M.

Hongkong, 1st March, 1910. [117]

E. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following

Subjects will RE-OPEN on MONDAY,

MARCH 7th.

ENGINEERING SECTION:

Building Construction and Drawing.

Field Surveying.

Machine Drawing.

Steam.

Mathematics.

Mechanics.

Physics.

COMMERCE SECTION:

English.

French (Cantonese Colloquial).

Shorthand (including Typewriting).

Book-keeping.

SCIENCE SECTION:

Chemistry (Theoretical).

Physics.

TEACHERS' CLASSES:

English, and Methods of Teaching.

Students should attend at the Institute

to be enrolled on THURSDAY, March 3rd,

or FRIDAY, March 4th, between 6 and 7 P.M.

Copies of the Prospectus and Entry Forms

for intending Students may be obtained on

application to the Undersecretary.

E. RALPHS,

Director.

Hongkong, 1st March, 1910. [216]



NOTICE.

IT is hereby notified that, on and after

MONDAY, the 7th March, the SUPPLY

of WATER to the Rider-Main Districts will

be controlled by bringing the Rider-Mains

into operation and that the WATER will be

TURNED ON FIVE HOURS.

Information as to the hours of supply to any particular

property may be obtained on application at the

Office of the Water Authority or Registrar

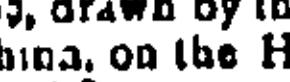
General or at the Tung Wah Hospital.

W. CHATHAM,

Water Authority.

Public-Works Department,

Hongkong, 28th February, 1910. [218]



NOTICE.

NOTICE is hereby given that a BILL OF

EXCHANGE No. 445 dated the 4th

November, 1909, drawn by the Hui Tak Bank

of Shanghai, China, on the Hui Tak Bank of

Canton, China, for \$40,000.00 (Foreign Dollars)

payable to days after sight has been LOST

and a New Bill of Exchange No. 448 dated

the 7th November, 1909, for a similar amount

has since been issued and duly honored and that

no transaction taking place under such original

Bill of Exchange No. 445 will be recognised by

the undersigned or by any of the parties to such

Bill.

Dated the 24th February, 1910

THE YOKOHAMA SPECIE BANK,

LIMITED. [203]

E. R.

"SOLIGNUM."

A PERFECT preservative stain for Wood

Stone, and Brickwork.

It protects against Decay, Fungus, Dry

Rot, the Ravages of Insects and Vermin

(especially the white ant) and the action of the

weather.

"Solignum" really does what is claimed

for it, as may be seen from the testi-

monials of the Governments of India, the

Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information

from.

SIEMSEN & CO.,

(Machinery Dept.) Hongkong,

Sole Agents. [142]

Hongkong, 7th December, 1909.

E. R.

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILL,

ATTORNEY, &c.,

Undertaken and Executed.

SHAWAN, TOMES & Co.,

General Managers.

Hongkong, 19th March, 1910. [141]

FIGHT FOR LIFE IN NORTH SEA.

THRILLING SCENES ON DOOMED SHIP.

A thrilling tale of the sea was brought home

to London on 27th January by a young English

sailor who was one of the 14 survivors from the

wreck of the Norwegian barque Hagesund,

which, after springing a leak in the North Sea,

was abandoned in a terrific blizzard on Monday,

after adventures reminiscent of one of the most

exciting tales of Stevenson or the entertaining

author of "Lin, ya Landmen!"

The rescued sailor is a Londoner named

John Short, and to a "Morning Leader" repre-

sentative he told a plain, unvarnished tale of

four months' hardship that seems almost

incredible.

"With only 18 months' experience of the sea,

he signed on with the Hagesund early last

October. I was the only Englishman on

board. The barque was four and thirty years

old, and tight enough for the summer seas, but

a sorry old lady for winter gales at her very

best.

The Hagesund's destination was Finland,

where she was to load up with timber. On the

trip out the captain (Capt. O. Jensen) had his

wife aboard. They were both about sixty, and

on the way home, meeting dirty weather, they

both left the ship at Christiansund to spend a

merry Christmas on dry land, and the captain's

son, a young man of little more than 20,

took over the charge of the ship. She was bat-

tered ben, and sadly in need of repairs—"with

holes in her you could shove your fist in!"

RUDDERLESS.

A day out from Christiansund a smashing

cross-sea carried her rudder away, and for

many weary hours she tossed about helpless

and hopeless, flying signals of distress. Then,

by sheer luck, she rolled into the track of a

small cargo steamer, which towed her into

port.

Here the luckless Hagesund was discover-

ed to be too far gone to go into dry dock. "If

she had," said Short simply, "her bottom

would have dropped out, she was such a rot-

ten, measly old carcass."

But they patched her up somehow, fitted in

a new rudder, and after waiting a week for a

north-easterly breeze, "eating her head off," she

weighed anchor for London.

The luckless barque was only a day out

when a blizzard tearing out of the east

struck her with tremendous fury. Heavy

seas poured over her, smashing the rails

which held the cargo piled on deck, and

washing tops of the timber overboard, till

the sea was littered with it for miles. The

bulwarks were smashed and the ship showed

such signs of settling down that young Jensen

struggled down the hold one afternoon to see

how things were going there. Here, indeed,

was a momentous beginning to his first com-

mand. He came up presently with a blanched

face and shouted into the gale that the

Hagesund was half full of water. "She'll

sink in an hour," he cried. "Hurry up to save

her, my lads!"

All hands were rushed to the pumps with

exception of the cook, who was too sick with

fear to do anything but weep and pray as he

stumbled fearfully among the clattering

crockery. For five dreadful days and nights

the crew toiled incessantly at the pumps, with

15 minute "breathers." After the second day

two of the younger hands crawled across the

flooded decks to their bunks in the fore-cabin

where they lay down utterly miserable and

exhausted.

Young Capt. Jensen found them there sob-

bing and praying. With the energy of despair

he hauled them out into the merciless drench

of daylight.

"Leave us to die in peace," they cried

"We're done!"

"If you've got to die, die at the pumps like

men," said the captain, and he lashed them into

ardor once more. With haggard faces and tired

arms, they took their turn again.

The ship kept afloat. The cook, with a lion

flushing him to the galley-port, managed now

and then to dodge the swilling seas and carry

cans of hot coffee and scraps of food to the

toilers in the waist of the derelict Hagesund

so keeping them alive. But soon that ceased.

STREWSMAN SWEEP OVERBOARD.

For'castlehouse and galley were flooded, the

deck was level with the sea, and only the cargo

kept her afloat. On the fifth night a great sea

struck the wheel, the wheel-chain snapped

short, and the steersman, a wild-looking Finn,

was swept overboard with the whole tackle, to

which he was lashed. He was seen for a

moment in the swirl of a retreating wave, and

then he disappeared for ever. All hands crawled

afit to succour him, but with such a sea running

they could do nothing but stare helplessly into

the raging waters.

In the morning, the battered Hagesund was

wallowing with her rail only above water. The

pumps ceased to work, and the crew, blood-

stained, bruised, drenched, and weary almost

to death, clung on as best they could about the

wreckage of the house, waiting with dulled

senses for the end. They saw the smoke of a

steamer, but it passed them far away and dis-

appeared. Surely that was the last sight!

Two hundred miles west of Grimby the

steam trawler Signa sighted them, and seeing

their distress signals, bore down as near as it

came and hove-to within shooting distance.

She dared not come nearer in that howling gale.

"What's amiss?" cried the skipper of the

trawler.

"For God's sake, take us off!" replied Short,

knock-deep in the green water. "We're sinking

fast!" He bawled further details through a

trumpet made of his hands.

The trawler and the Hagesund both lowered

their boats, according to an agreed plan. A

malicious wave caught the Hagesund's cock-

leshell and flung it across the fore-cabin, smash-

ing it to smithereens.

But the fishermen of the Signa knew their

business. They paid off their own roomy boat

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

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GOVERNOR AND HOUSEHOLD.

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It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL

DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon 5.00

**A. S. WATSON & CO.,
LIMITED.**

and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910. (18)

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 2, 1910.

PLAN FOR WESTERN UNIVERSITY AT HANKOW.

The project for providing China with a university on Western lines is to be launched publicly at a Mansion House meeting on 16 March, and before this we have already learnt that meetings have been held at Oxford and Cambridge. The scheme (says the Press Association) has already met with strong support. Its trustees include Mr. Runciman, President of the Board of Education, Sir Ernest Satow, late British Minister in Peking, and Lord Salisbury, and it has the approval of the Archbishop of Canterbury, Sir Robert Hart, and many others. It was started by some prominent members of Oxford and Cambridge Universities, including the two vice-chancellors and six heads of colleges, who felt that something ought to be done to help China in its present educational crisis. After very widespread inquiry they concluded that its greatest need was for a university; which should make it unnecessary for the Chinese to get Western education in other countries than their own. It should also give instruction in those subjects which form the higher

sides of Western education, such as political economy and philosophy, and should preserve all that is valuable in the native Chinese culture, literary, artistic, and ethical. To make such education really valuable, instruction must be given in the Chinese language, and to make it efficient it would be necessary that the students should reside under discipline in residential colleges. The final form which the scheme has taken is, therefore, that a university should be founded, consisting of a central staff of professors, with adequate institutions—libraries, laboratories, lecture-rooms, etc., and a number of affiliated colleges or halls where students should reside. The scheme, unlike the Hongkong University project, is intended to supply the central establishment; the residential institutions are a matter of individual initiative on the part of foreigners and of the Chinese themselves. The site chosen for the scheme, as the result of a journey undertaken by Lord William and Lady Florence Cecil, at the request of the Oxford and Cambridge Committee, is Hankow, a centre of the railway and river communications of China. The title of the scheme (which was originally known as the Oxford and Cambridge scheme) has been altered owing to the desire of members of other universities to take part and a strong committee is to be formed to support it, formed of members of other English and Scottish universities. On the authority of the London news agency we learn that a number of men of the highest intellectual attainments have already offered their services as teachers in the university. To train these men and establish the university within the next five years will cost, it is calculated, £50,000, and to endow it at all adequately some £200,000 more. It is urgently necessary to raise a considerable proportion of this sum in the near future, as the men must be sent out, and the land, at any rate, bought. This will cost £20,000. The secretary for the fund, who will supply any further information, is Mr. Leslie Johnston, Fellow of Magdalen College, Oxford, and his address, care of the Royal Asiatic Society, 22, Albemarle-st., W.

LOCAL AND GENERAL.

"RUMORS Still Rise," says a Stock Exchange article headline. They will bounce.

The *Ritchie* steamer Berlin announces that the Order of the Black Eagle has been conferred on Prince Chun, the Prince Regent of China.

Sir George William des Vieux, G.C.M.G., Governor of Hongkong 1887-1891, who died at Brighton on Dec. 15 last, left estate valued at £10,000.

It has been decided to establish a Government medical college in the Miyagi Hospital at Sendai. The cost of the college buildings is estimated at ¥160,000.

GENERAL Sir Frederick and Lady Carrington left London on 3rd ult. for Marseilles, where they will embark in the P. and O. steamer *Mongalia* en route to the East.

MR. Nishimura Sukejo, a surgeon-dentist, of Osaka, on behalf of 577 dentists in thirty-four prefectures and the Hokkaido, has filed petitions in the two Houses of the Diet asking that a Government school for the training of dentists be established.

ADDITIONAL interest is given to the forthcoming Billiard Association Amateur Championship by the fact that Mr. E. H. Hind, of Hongkong, is among the participants. The qualifying competition commenced on Feb. 14 at Orm's Soho-square saloon, London.

REAR-Admiral Sir A. L. Winsloe rehoisted his flag in the armoured cruiser *Minotaur* at Portsmouth on 31st Jan., and on 1st ult. the *Minotaur* left for Hongkong, where Sir A. L. Winsloe takes over the command of the China Fleet from Vice-Admiral Sir Hedworth Lambton, who then returns to England in his flagship the *King Alfred*.

WRITING from Canton yesterday, our correspondent states:—It is learnt in official circles that the Macao delimitation negotiations are now in progress between the Ministry of Foreign Affairs and the Portuguese Minister accredited to Peking, and a satisfactory settlement is expected to be arrived at shortly after the reopening of the official seals.

CONCERNING the dispute between Portugal and China in regard to Macao, a semi-official Note published in the *Novidade* states that the British Government is supporting the Portuguese view, and has intimated to China that it will not consent to any infringement of Portugal's rights. The Press at Lisbon, while welcoming British intervention, fear that China will only await a fitting opportunity to oust the Portuguese finally from Macao.—L. & C. Express.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

E. S. Kadourie & Co.	\$ 25
A. Denison, Esq.	To
L. Gibbs, Esq.	10
W. L. Pattenden Esq.	10
Kelly & Walsh	10
Hon. Mr. A. M. Thomson	10
P. N. H. Jones Esq.	10
A. G. Gordon Esq.	10
Wong Pe-Chue, Esq.	10

ROWING NOTES.

FOR THE FORTHCOMING REGATTA.

The Canton Regatta takes place on Saturday next. For the Senior fours Hongkong has entered two crews V.R.C. and C.Y.C., and for the Junior fours only the V.R.C.

Canton is expected to win the Seniors, as they have been in training for the last two months and also possess a far superior boat. L.A. Musso is steering the V.R.C. Seniors, consisting of Bell, Galluzzi, and Alves bow, a good combination against any crew, but alas, they lack a good boat and cannot win against Canton in a boat many times lighter.

It is a great pity that the V.R.C. do not own a good racing boat; the Club at present cannot afford one, but I am sure if a subscription list were opened enough money would be raised among the members to buy not one but two boats and so settle once and for all this everlasting question of boats.

The C.Y.C. crew consists of Pollock stroke, Forbes 5; Cooke 2 and McGee bow, a tough crew, who, however, have not been out much and still want a great deal of work. The boat appears to be down in the bow, Cooke being too heavy for 2. I think the boat would get better with Cooke 3, and Forbes 2. There ought to be a fine race for second place between the V.R.C. and C.Y.C., the former rowing in a heavier boat. A great deal of bitterness exists between these two crews, the bone of contention being the Royal Hongkong Yacht Club's German boat which the C.Y.C. have secured. On Monday last when the crews went down to the V.R.C. this boat was not to be found, having mysteriously disappeared, none of the Committee knowing anything about it. Anyhow it arrived safely at the R.H.K.Y.C. premises like a horse, that knows its stable. I am glad to hear that the members of the V.R.C. have expressed in strong terms their indignation at this occurrence.

For the Juniors the V.R.C. crew consists of Carroll stroke, Ruiz 3, Rodrigues 2 and Sayer bow. This crew is very light, but in Carroll they possess a really good stroke and more will be heard of him in future regattas. The crew row well together and have been training consistently and will no doubt give the Canton Juniors a good race.

Another Junior crew stroked by Barros have also been training for this event but were disappointed, in not being allowed to challenge Carroll's crew, the Committee deciding that the latter should represent the V.R.C. Juniors; hey will, however, have the pleasure of meeting each other in the Hongkong Regatta.

For the Senior Pairs Musso and Bell represent the V.R.C. Bell is a griffin who distinguished himself in the last V.R.C. regatta. Under Musso's hands he has developed into a good rower and I don't see why they should not beat Canton in this event.

Carroll and Rosa represent the Junior V.R.C. pairs and go very well together and have a good chance to win.

The Hongkong Regatta takes place on the 24th ult. and the same crews have entered, the only difference being that Canton must now in the same class of boats and if they do so I think they will be beaten by the C.Y.C. who will by then be fairly fit.

RAZZLE DAZZLE.

OBSTRUCTING THE FAIRWAY.

SHIPMASTER FINED.

Before the Hon. Com. Basil Taylor, R.N. Marine Magistrate, this morning, A. E. Davey, boarding officer of the Harbour Department, charged the master of the Chinese steamship *Kiang Ping*, for unlawfully obstructing the Central fairway at about noon on the 1st inst. in the waters of the Colony.

Prosecutor stated that at noon, on 1st inst., he saw defendant's steamship coming from Canton. As there was no room for her in the W. P.'s anchorage, he told defendant to go north of Central Fairway. He told defendant personally, ship being on her way. At 4 p.m. Pilot Going reported that the ship was anchored in approach to fairway. He went down and found the vessel at anchor, blocking approach to fairway.

Defendant said that he did not understand the order. He had been in the harbour before. He knew that he was not allowed to anchor in the Fairway.

His Worship found defendant guilty and a fine of \$50 was imposed.

VICE-Admiral Sir A. L. Winsloe arrived at Windsor Castle on Jan. 28, and was received by His Majesty the King upon his appointment as Commander-in-Chief, China. The Admiral had the honour of dining with the King and Queen, and left the Castle on 29th Jan.

A DUTCH newspaper called *Neerlandia* publishes the following astounding information on the authority of a correspondent. At Hongkong and Singapore, Hollanders through their energy are crowding out the British. At Singapore the Netherlands India Commercial Bank settles the exchange rate of the dollar. The Netherlands Trading Society issues \$5 bank notes which Chinese money changers take at \$5.50 value each. Hence our countrymen have a high standing. At Hongkong they are only beginning, but at Singapore they are masters.—*Java Times*.

THE O.S.K. steamer *Tacoma*, which arrived at Yokohama from Tacoma on the 16th ult., reported a fatal accident on board. It appears that on the 10th ult. one of the third-class passengers on the vessel died. The deceased was a resident of Hiroshima, and it was arranged that the body should be brought to Yokohama for interment. Whilst the chief steward and two cabin boys were throwing the bed clothes and other articles used by the deceased overboard, a huge wave washed over the steamer and carried away one of the boys, while the other was struck down and injured, and the steward himself had a narrow escape.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MERCANTILE MARINE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, In the interests of the Captains and Officers engaged in our mercantile marine we should greatly be obliged if you would favour us by inserting the enclosure in the columns of your valuable paper.—I am, etc.,

T. W. MOORE,
Secretary.

The Imperial Merchant Club Service Guild.
February 3rd, 1910.

(Enclosure.)

The following letter has been addressed by the Imperial Merchant Service Guild to the various representative bodies of Shipowners throughout the United Kingdom:—

The Imperial Merchant Service Guild.
Liverpool.

Sir, I am requested by the Guild which, as you doubtless are aware, is the largest organisation of its kind in the world, with its membership strictly confined to certificated Captains and Officers of the British Merchant Services, to forward to you the accompanying copy of the *Guild Gazette* which has just been issued. Also, I am forwarding under separate cover copy of the *Journal of Commerce* of Saturday last, a large portion of the space in which is devoted to reference to the Guild, its progress, and its policy.

We trust that you will be so kind as to give your consideration to both and to bring the same before the notice of your Association.

We are pleased to think that one of the fundamental principles of our constitution, that of promoting and preserving harmonious relations with the Shipowners still remains unimpaired and we are greatly obliged to those Shipowners who, from time to time, have given a ready ear and favourable consideration to the representations which we have addressed to them when we have considered it necessary to do so on behalf of those whom we represent.

We venture to think that a still closer alliance with Shipowners is possible and that it is desirable as much in their interests as in those of the Captains and Officers employed by them. To promote this, we may take the liberty of suggesting that there remains much to be done by Shipowners, in the way of improving the lot of the executive in charge of their vessels to whom they entrust such enormous responsibilities, not to speak of the arduous duties which must be borne and the risks which must be undertaken by all seafarers. We recognise that, in times of depression, it is not advisable nor would it be good policy, to unduly press the need for higher remuneration of Captains and Officers which must certainly be merited. But trade is bound to improve sooner or later and when it does we trust that this point will not escape attention.

There are other matters such, for instance, as the provision of adequate accommodation for Officers where it should be provided, and the question of each Officer should enjoy the sole use of a room. It is not fair to any man to expect that the circumstances of a crew, which amounts to his home for possibly twelve months out of the year should be shared by another.

Then again, the "two-watch" system for Officers should be abolished. In the great majority of cargo vessels, two Officers only are carried, where three are most certainly necessary in the interests of the ships. Any system such as the "two-watch" system which entails an Officer being on duty for practically speaking fifteen hours out of the twenty-four day by day, Sunday included, stands self-condemned.

Another matter which in ninety-nine cases out of a hundred does not receive consideration at the hands of the shipowner is that of the necessity for every Captain and Officer being given some facility or enjoying a few days leave without loss of pay at the conclusion of each voyage. This "leave" question is one of the greatest grievances existing in the Mercantile Marine and might be quickly remedied by Shipowners without any real strain on their pecuniary resources. It is very hard that Captains and Officers on arrival home are debarré almost entirely from renewing home ties or even attending to their private domestic affairs. It is due entirely to the fact that the Shipowners do not seriously take into consideration the inauguration of a deferred system which, whilst it would alleviate the lot of those in their employ, would involve no real trouble nor prove detrimental to the interests of anybody. We propose to go no further than this in our present communication, but we certainly do trust that the interests of those whom we represent will, in future, receive that adequate consideration which must be of the greatest advantage to all concerned. The prosperity of the Captains and Officers depends on the prosperity of the Mercantile Marine, and to put matters vice versa is not perhaps the undue exaggeration which it appears to be.—I am, etc.,

(Signed), T. W. MOORE,
Secretary.

The Secretary, Chamber of Shipping of the United Kingdom.

Acknowledgments to the effect that the foregoing letter, together with its enclosure, would be laid before the Committee of their respective Associations have been received from the Chamber of Shipping of the United Kingdom, Liverpool Steamship Owners Association, General Shipowners Society (London) Cardiff Incorporated Shipowners Society, Bristol Incorporated Chamber of Commerce and Shipping, Shipowners Association (Liverpool) North of England Steamship Owners Association, Hartlepool Shipowners Society, Sunderland Shipowners Society and Glasgow Shipowners Association.

OVER 500 naval ratings for the cruiser *Albatross*, which was to be disposed of the China and Mediterranean Stations embarked in the *Albatross* at Devonport on 1st ult.

THE ALLANA CASE.

FURTHER CHARGES TO BE PREPARED.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning the case was continued in which S. E. Allana is charged with the embezzlement of a gold watch and chain and obtaining the sum of \$150 under false pretences. Mr. P. W. Goldring prosecuted and Mr. F. P. Hett defended.

Mr. Goldring stated that he wished to make further charges against the defendant. Those charges consisted of two counts under the Bankruptcy Ordinance of failing to deliver up to the Trustee after a Receiving Order had been made against him three diamond studs of an estimated value of \$370 and concealing the same, being part of his property, after the presentation of his bankruptcy petition.

Mr. Hett stated that, before his Worship continued with the fresh charges, he would like to know who was the complainant. The Crown Solicitor and Mr. Fletcher had refused to prosecute.

Mr. Goldring—That's quite untrue. Mr. Hett—it's not untrue. Your Worship, a letter has been received from the Crown Solicitor refusing to prosecute. In the event of the charges failing, I would like to know who is the man who brought them.

Mr. Goldring said the informant was one Omar, who was Mr. Wilkinson's client. The principal witness was a man named Dreyfus.

The application was adjourned.

Mr. Hett said he wished to make an application. Allana had heard a few days ago that Marican wanted to physically threaten him. It was purely an *ex-parte* statement and—

Mr. Goldring—For that very reason it should not be allowed.

Proceeding, Mr. Hett stated that Allana asked him to write a letter to the Captain Superintendent asking for protection. Last evening, a man named Al Deen pursued Allana down Wyndham Street with a big stick and threatened him. His explanation was that he saw Allana running away and he therefore gave chase. The nature of the offence which appeared on the charge sheet was attempted assault and the Police were in possession of the stick. He asked his Worship to make some sort of an order fit was possible to afford protection to Allana. His friend had told him that there was a provision for that to be done.

Mr. Goldring—I told my friend there is a provision.

Mr. Hett—It is necessary that protection should be provided by the Court.

His Worship—I don't know if there is a provision.

Mr. Goldring—It's no use making mountains out of mole-hills.

Mr. Hett—There is a necessity. If you saw the stick, you would realise the seriousness of the matter.

Mr. Marican was recalled.

Mr. Goldring—When you said yesterday that you did not remember anything about the \$2,500, you did not understand the question properly?—I had had letters, but I did not know anything about them.

Mosha Ebrahim was recalled.

Mr. Hett—You had said that you inspected the books of S. E. Allana and Company on behalf of Marican?—Yes.

From what date to what date was Allana employed in the shop?—From the time Marican bought the business from the Official Receiver on the 19th August.

About what date was he employed?—Just about the middle of March.

He was employed roughly about five or six months?—Yes.

You spoke about the arrangement with regard to the salary. When was that arrangement made?—The arrangement was not fixed.

Marican has said that he arranged to pay Allana \$50. Do you know the date when that was arranged?—I saw a letter written by Marican in which he fixed it as mentioned but only a small salary.

Can you remember roughly when you started making entries from the rough cash book to the fair cash book?—On June 3rd.

Before you, do you know who made the entries?—A man named Mohammed Hossain.

It was Allana's duty, was it not, that whenever he drew money, to enter it in the rough cash book?—Yes.

And he did?—Yes.

How much did he draw?—Every month he drew \$50 or \$70.

You would not have admitted him to draw more?—No.

Why did you let him draw that amount?—Because I understood his salary was not fixed and I considered that a fair salary for him.

Allana had the safe key and all the money was entrusted to him, was it not?—I found everything all right.

Up to the end of July, all the money was found to be proper?—Yes. I asked Allana if he had counted the money and he replied, "Yes."

How much did he draw from the beginning of March to the end of April?—\$106.80.

In July?—\$70.

I take it it was the duty of somebody, either you, Allana or some other person to balance up the accounts?—I did it.

And it was somebody's duty to enter any money drawn in the rough cash book?—Yes, but sometimes it wasn't done.

What do these figures in ink in your writing indicate?—The page of the cash book.

Do you know whether it was Allana who entered the amounts for the 14th and 15th March?—Most probably.

You will not swear?—No.

When was the entry made?—On the 19th His Worship—1908?

Mr. Hett—No, your Worship, 1909. This is most important, as the sum of \$150 drawn on those two occasions is the subject-matter of the present charges.

After further cross-examination, the case was adjourned.

SUN A WAN'S EXTRADITION.

AGED MAN'S EVIDENCE.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this afternoon, Sun A Wan, who was arrested and released several times in the local Courts for an armed robbery, alleged to have been committed in China, and for whose extradition the Chinese Government applied several times, again appeared on the charge preferred against him, Mr. H. L. Deany, Crown Solicitor, prosecuted and Mr. Otto Kong Sing defended.

Chief Detective-Inspector Harrison deposed to having charged the defendant with the offence.

Mr. J. A. Bullock, Acting Chief Clerk in the Colonial Secretary's Office, stated that on the 13th January last he received a document (produced) in the Colonial Secretary's Office under cover from the Consul-General at Canton.

Kong P. Shan, translator in the Registrar-General's Office, stated that on the 18th or 19th January he translated the document produced in Court. The document was put in to show that the Viceroy of Canton had given an undertaking not to deal with the prisoner for any other crime except that with which he was charged.

Mr. Kong Sing asked the Court to take down that this document was only put in as an undertaking by the Viceroy. The other statements contained therein could not be taken as evidence.

Proceeding, witness stated that the Viceroy's seal was stamped in two places.

Mr. Kong Sing—It must be put in as it is or not at all.

Mr. Deany—It is only put in as containing an undertaking by the Viceroy.

Cross-examined, witness stated that he knew the Viceroy's seal. He had never seen the seal itself but saw an impression of it. He had seen the seal impressed on documents in extradition proceedings only. The whole seal was covered with characters and some lines said that it was the seal of the Viceroy of the Two Kwang provinces. All the Viceroy used the same seal. The seal was handed down from one Viceroy to another.

A sergeant interpreter at the Central Police Station stated that on the 23rd September last, he was present when defendant's name was put in the charge-sheet. Defendant gave the name of Sun A Wan, alias Fu Ming. It was the regulation to ask an alleged offender where he was born. Defendant said he was born in the Yim Tin village, in the Kwai Sing district. Defendant at the time was in Police custody and Mr. Harrison asked defendant the questions through the witness.

Sun Chan Yu, aged 71 years, was called into the witness-box. As he spoke the Welch dialect, some delay was caused before an interpreter could be obtained, who interpreted questions to witness through the Court interpreter.

Witness, the complainant in the case, stated that he came from the Kwangtung province, Wuchow district, Chun Tam village. He knew he prisoner, who lived with his family in an adjacent house. Witness left Chun Tam on the 12th moon of last year and arrived in Hongkong on the 14th day of the same month. When he left Chun Tam, Sun A Wan was one of the men who occupied the third house in the village. Defendant got married at the house which he at that time occupied. When he was 13 or 14 he went to school. Before that he looked after the cows. He built a strawed boat and as far as witness knew, he was a subject of China. Witness earned \$3 a month but had some fields of his own, besides having several sons, five altogether, who helped him, the eldest one being over forty years of age. He was asked to come over to Hongkong by the chief constable at Pok Lo.

Mr. Kong Sing at this point asked for an adjournment, as he had received certain information which he wished to verify and that it would be in the interests of the defendant if the case would be adjourned.

The Crown Solicitor said that he had had his witnesses in the Colony for some considerable time. He could not agree to an adjournment.

Mr. Kong Sing—Of course, if you want to place these obstacles in the defendant's way, then it's a different matter. I have received certain information this afternoon which if I can verify I will want to subpoena witnesses. It can be done in an hour.

His Worship—Then it can be continued tomorrow.

Mr. Kong Sing said that tomorrow would be inconvenient.

Mr. Deany said that he had no objection to the case being adjourned till tomorrow but not later.

Mr. Kong Sing—It's the defendant who has to be considered, your Worship, not the Crown Solicitor.

The Crown Solicitor said he did not see how his friend could be entitled to an adjournment merely for the purpose of verifying certain facts.

The case was remanded.

Mr. W. T. Thornton, who has been for a number of years connected with the O.R. and M. Co., Ltd., was married at Tientsin last Saturday to a Japanese lady, and is leaving for Canada, where he will settle down farming. Mr. Thornton has been recently the fortunate recipient of a nice legacy.

Mr. J. O. P. Black left Tientsin by the mail train on the night of 21st February for Europe via Siberia. Mrs. Black accompanied him. It is anticipated, says the *China Times*, that Mr. Black will reside in England for some months in connection with certain railway negotiations which are at present in progress.

THE GREEN ISLAND CEMENT CO., LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-first ordinary general meeting to be held at the office of the general manager on Saturday, 19th inst., at 11.30 o'clock a.m., reads:—

Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ending 31st December, 1909.

The net profit, after providing for depreciation on buildings and machinery, launches, lighters, &c., and including the amount brought forward from the previous year, amounts to \$305,490.30 which it is proposed to deal with as follows, viz:—

To place in reserve fund	\$1,000.00
To pay a final dividend of 40 cents per share, \$160,000.00	
Add interim dividend of 35 cents per share, 140,000.00	300,000.00
To carry forward to the credit of next year's account	4,290.30
Consulting Committee.—In accordance with the articles of association, Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, and Dr. J. W. N. Blarney, being eligible, offer themselves for re-election.	
Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdie, who are recommended for re-election.	
General Managers.	

Hongkong, 2nd March, 1910.

PROFIT AND LOSS ACCOUNT.

Auditors' fees	600.00
Consulting committee's fees	4,000.00
Interest	39,740.00
Loss on working concrete block and pipe department	18,146.15
Hip On & Co. claim for damage by fire and legal expenses	10,576.60
Amount written off as bad debt	7,000.00
Preliminary expenses at Hongkong written off	15,638.74
Amount written off in depreciation	124,958.74
Interim dividend	140,000.00
Balance	165,190.30
	305,490.30
Balance brought forward from 1909	3,756.74
Transfer to	1.00
Exchange	274.45
Unclaimed dividends	8,918.15
Balance from working account	504,522.37
Sales of cement	5,078.78
Sales of bricks, pipes, &c.	507,401.15
	520,351.49

BALANCE SHEET.

Capital:—	
400,000 shares at \$5 each fully paid up	\$2,000,000.00
Reserve fund	13,000.00
Sundry creditors	248,115.67
Company's Bankers	620,942.07
Balance of profit and loss account	\$305,490.30
Less interim dividend 140,000.00	
	165,490.30
	\$2,047,542.04

Green Island, Macao:—
Buildings and machinery as per last statement \$462,311.02
Less depreciation 27,738.65

Since expended 434,472.36
13,047.51 447,519.87

Cement and raw material in stock valued at 269,412.91
Coal in stock valued at 6,394.40
Stores in stock valued at 31,177.88 307,985.19

Hok On, Hongkong:—
Land as per last statement 1,231,968.88
Since expended 16,684.43 1,248,653.31

Buildings & machinery as per last statement 1,001,341.09
Less depreciation 70,701.49

Since expended 934,080.63
2,528.66 1,036,609.29

Cement & raw material in stock valued at 638,642.42
Coal, casks, staves & goods valued at 174,920.67
Stores, general & machinery valued at 194,147.82 1,007,692.91

Cement on consignment valued at 114,076.20
"Deep Water Bay Works" Land as per last statement 5,500.00

Buildings & machinery as per last statement 218,321.16
Less plant transferred to Hok On Works 10,742.23

207,578.93
13,009.28

Since expended 194,470.75
8,041.97 202,512.72

Bricks, pipes, & tiles in stock valued at 49,733.94
Coal pipes in stock valued at 2,310.00
Stores in stock valued at 3,645.78 55,689.72

Bricks, pipes &c. on consignment valued at 12,105.73
Steam lighter, steam launches, lighters, junks, &c., as per last statement 231,005.65
Less depreciation 15,860.34

215,145.31
5,990.00 221,135.31

Property at Canton as per last statement 42,500.00
Since expended 9,401.05 51,901.05

Value of premia on expired policies 2,687.27
Sundry debtors 327,702.57
Cash on hand 4,357.90

\$2,047,542.04

HONGKONG FIRE INSURANCE CO., LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the forty-first ordinary meeting to be held at the office of the General Manager, on Wednesday, the 9th inst., at 12 o'clock (noon), is as follows:—

The general managers and consulting committee have pleasure in submitting to the shareholders the forty-first annual report of the company.

1908 Account.—This account shows a profit of \$318,979.30.

Subject to the approval of shareholders it is proposed to appropriate \$81,153.76 for the purpose of inaugurating a reserve fund, to add \$31,825.54 to the reserve fund, which will then stand at \$1,450,000 and with the balance of \$216,000 to pay a dividend of \$7 per share.

1909 Account.—The balance at credit of this account is \$426,217.67.

Mortgages.—From the reports and valuations made by the company's surveyors, the general managers and consulting committee are satisfied that the properties held by the company form satisfactory security for the advances made.

Consenting Committee.—In accordance with section 13 of the articles of association, the Hon. Sir Paul Chater, C.M.G., Messrs. White, Mainland and Gubbay retire but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A.

JARDINE, MATHESON & CO., LD.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

BALANCE SHEET, 31ST DECEMBER, 1909.

Capital 8,000 shares of \$250 each—	
\$2,000,000.00 of which \$50 per share has been paid up, 400,000.00	
Reserve fund, 1,438,174.46	
Unclaimed dividends 16,332.05	
Accounts payable 63,243.33	
Working Account, 1908—	
Net profit 318,979.30	
Working Account, 1909—	
Amount brought forward from below 426,217.67	
	\$1,661,946.81

ASSETS.

Cash on current account with Hongkong and Shanghai Banking Corporation	\$95,282.11
Cash in hands of general managers	341.40
Fixed Deposits:—	
H'kong and Shanghai Banking Corp., \$50,000.00	
Chartered Bank of India, Aust. and China, 50,000.00	
Mercantile Bank of India, Limited, 50,000.00	
International Banking Corporation, 25,000.00	
	175,000.00

Mortgages:—
In Hongkong \$1,180,549.99
In Shanghai 73,112.79 1,253,662.78

Leasehold property 50,000.00
Japanese Government Deposit—
Consolidation Bonds \$19,277.51
Imperial Bonds 45,375.28
War Bonds 17,794.61 82,447.41

Chinese Imperial Government Loan, 1886 \$1,781.62
Shanghai Land Investment Co., Ltd., debentures 27,582.20
Shanghai Club debentures 26,666.67
Hongkong Hotel Co., Ltd., debentures 52,000.00 124,144.49

Accounts receivable 217,837.62
\$2,058,904.81

WORKING ACCOUNT, 1908.

Losses and claims	\$128,894.67
Charges	34,854.97
Remuneration to consulting committee and auditors	4,850.00
Commissions	50,006.28
Exchange	2,871.51
Balance as above	318,979.30
	\$540,456.73

Net premia received, less returns and reinsurance \$378,388.73
Interest 161,979.00
Transfer fees 89.00

\$540,456.73

WORKING ACCOUNT, 1909.

Losses and claims	35,341.61
Charges	34,475.42
Commissions	52,344.35
Exchange	5,544.87
Balance as above	426,217.67
	\$551,921.92

HONGKONG HOCKEY CHALLENGE CUP.

H.K. H. C. v. 10TH MAHARATTAS.

The Hongkong Hockey Club will meet the Maharattas on Tuesday, 8th inst., at 4.45 p.m. on the Club's ground, Happy Valley. The match will be an interesting one and the winner will be in for the final.

RIVAL TRADING METHODS.

CREDIT SYSTEM IN SHANGHAI.

The Tokio Foreign Department has received the following telegram from the Japanese Commercial Agent at Shanghai:—The new method of selling on credit now in vogue amongst German merchants provides for a guarantee of payment. According to the standing put up as 'security,' they sell merchandise to Chinese on credit, even to the amount of 50,000 taels or 100,000 taels, receiving payment on the expiration of the term fixed. If the term is three months, they settle the account at the end of the said three months. If merchandise representing a value of 50,000 taels should have been dealt with to the extent of 30,000 taels, they enter into another contract on the same system to cover the remaining 20,000 taels worth of merchandise. Thanks to these conveniences Chinese merchants prefer to deal in German merchandise. If they see any chance whatever of a profit, however small it may be, and do all they can to foster this credit system. It is therefore natural that German merchandise should be successful in developing the China market. While the German merchants adopt this method in their business transactions, the Japanese merchants demand cash in exchange for merchandise. Not only that, but the Japanese merchants often undertake on these terms transactions for merchandise which is not in demand, trusting to the enterprise of their customers to find markets before the documentary credits fall due. This, we are told, is indeed a timid and improper measure. We fail to see it. If Japanese merchants are prepared to accept the risk involved they are not only entitled to reap their reward but to credit for their perspicacity and enterprise. It may be very difficult, as we are asked to believe, for Japanese merchants to develop their business in China in face of the keen competitive methods prevailing, but we see no reason to criticize them for shipping goods in anticipation of a demand arising.

From another source we gather that the conveniences granted by German merchants to their Chinese constituents are seriously affecting the demand for this country's merchandise. Moreover, the Chinese complain of a tendency on the part of Japanese manufacturers to disregard questions of quality and the necessity of regulating their output as the demands rise and fall. Mr. Miyazaki has been sent to China by the Department of Agriculture and Commerce. Before setting out he was advised the Osaka Chamber of Commerce to strive hard to develop Chinese trade. He is to return shortly to consult with the authorities about the matter. It is stated that the Osaka Chamber of Commerce considers that the China Trade Investigation Association should make full investigations and publish particulars as to the alleged inferiority of goods or of excessive shipments. Arrangements, we understand, are being made to give effect to this view.—Kobe Herald.

DR. WU AND EDISON.

RETIRING MINISTER HAS A TALK WITH GREAT INVENTOR.

Just before his departure from the United States, Dr. Wu Ting-fang paid a visit to the laboratory of Mr. Edison, the great inventor. Dr. Wu was the guest of Mr. Charles R. Flint, the American business man whose interest in China and the Orient is well known. The New York newspapers gave much space to the meeting between the Chinese diplomat and The Wizard, as they like to call Mr. Edison. One of them tells the story in this way:—
"The Wizard of Llewellyn Park, N. J., invited the distinguished Chinese to inspect his great plant, displaying electrical devices and elaborating on his plan of putting cement houses, and finally asked Dr. Wu to talk into a freshly charged Edison phonograph.
Nothing daunted and without a moment's hesitation, Dr. Wu seated himself and spoke into the record as follows:—"December 24, 1909. Mr. Edison has just shown me a great many wonderful things that he has invented. He is a great man. I have heard about him for many years and have always wanted to meet him. He also heard of me, and I think we are both glad that we met. He is a remarkable inventor, but this is the twentieth century, the age of great things. Mr. Edison is still a young man, and he will do still more many things."
Dr. Wu laughed heartily when a fraction of a second later his own words reverberated back at him. He arose, shook hands with Mr. Edison and asked, "Have you ever visited China?"
"No," replied Mr. Edison.
"Well, I want you to come over to see me. I will treat you to some fine birds' nest soup."
"All right, I'll call on you some day," said Dr. Wu.
"Do so," said Dr. Wu. "I'll come back and see you again twenty or thirty years from now, and you'll show me some more wonderful things. We can live that long because we know the right way to live."
Mr. Charles R. Flint, American financier, who is largely interested in Russian and Chinese enterprise, and who was host to Dr. Wu on this trip to New Jersey, which included a luncheon at the home of Mr. Franklin Murphy, formerly Governor of the State, observed:—"Mr. Edison, Dr. Wu is the quickest man at repartee that I have ever met. The other day when we were in Philadelphia he delivered an address on Chinese customs. He expatiated on the habit of Chinese women binding their feet, and told what suffering it caused and what a foolish thing it was altogether, and just added incidentally:—"I wonder if it is as bad as wearing tight laced corsets."
"Well," laughed Mr. Edison, "he's on to the white man, all right."
"Don't you think," said Mr. Flint, to Dr. Wu, "that instead of a large number of Chinese coming to this country the soundest economic policy would be for the Chinese to induce American brains and money to take part in the development of their unlimited resources?"
"Yes," replied Dr. Wu. "I do not believe in Chinese laborers coming to the United States. It is good for our merchant and tradesmen and tradesmen to come here to familiarize themselves with Western ways, but China now needs in her own laboring men to develop her own China, is going to develop in a wonderful way. If you want to see China, the old China you will have to visit us now, because in a few years we are going to become modernized."

Today's Advertisements.

TO LET.—MODERATE RENT.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Trams stop at the door.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 2nd March, 1910. [253]

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"FLINTSHIRE."
Captain G. G. Cundy, will be despatched as above about 1st April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 2nd March, 1910. [219]

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE."
Captain H. C. Norris, will be despatched as above on 21st April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 2nd March, 1910. [210]

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their Goods will be delivered from alongside.
Cargo, impeding the discharge or remaining on board after 4 p.m. on the 4th inst., will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LD., General Managers.
Hongkong, 2nd March, 1910. [8]

FROM EUROPE.
THE H. A. L. Steamship
"O. FERD. LAEISZ,"
Captain Wagner, having arrived, Consignees of Cargo, are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or exposed Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 p.m.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 2nd March, 1910. [221]

Events Coming.
Friday 4th March.
Geo. P. Lamont, Auction sale of postage stamps, 5 p.m.
Saturday, 5th March.
Queen's College re-opens.
Canton Regatta.
Buffs Regimental Race Meeting, Race Course, 2.30 p.m.
Hughes and Hough, Auction sale of Japanese Curios, 2.30 p.m.
Sunday, 6th March.
Volunteer Church Parade.
Monday, 7th March.
Hongkong Technical Institute re-opens.
Hughes and Hough, Auction sale of Japanese Curios, 2.30 p.m.
Union Waterboat Co., Ltd., Annual Meeting at the Office of Messrs. Dodwell & Co., Ltd., 3 p.m.
Licensing Board Meeting, at the Colonial Secretary's Office, 4 p.m.
Tuesday, 8th March.
Hongkong Horticultural Society, Flower Show in the Botanic Gardens, 2 p.m.
Hockey Semi-final, H.K.H.C. vs. Maharattas, Happy Valley, 4.45 p.m.
Wednesday, 9th March.
Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the offices of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.
Hongkong Horticultural Society, Flower Show in the Botanic Gardens.
Thursday, 10th March.
China Fire Insurance Company, Limited, Annual Meeting, at 3, Queen's Road Central, Noon.
Friday, 11th March.
Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.
Saturday, 12th March.
Hongkong Regatta.
Hongkong Football Shield Final, Buffs vs. Naval Yard, 4 p.m.
Boxing "Bill Lewis" vs. "Battling Simms," City Hall.
Tuesday, 15th March.
China Borneo Company Limited, Annual Meeting, at St. George's Building, noon.

Intimations.

SAUSAGES

OWN MAKE
EXCELLENT and DELICIOUS.
Pure Pork
AND
Beef Sausages
at 35 cents & 25 cents
per lb.

THE DAIRY FARM Co., LTD.

Hongkong, 12th February, 1910. [31]

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES AND ACCESSORIES
of the best makers.

NEW BICYCLES

FOR HIRE AND SALE.

REPAIRING All Kinds of TYPEWRITERS.
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,
and All Sorts of MACHINERY.
AT THE SHORTEST NOTICE.
PRICES MODERATE.

THE EASTERN CYCLE CO.,

16, D'Agallier Street, 3, Arsenal Street, Hongkong,
9, Canton Road, Kowloon. [322]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY AND MONDAY,

the 5th and 7th March, 1910, commencing each day at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

COMPRISING:—

MAKUDZU VASES, BOWLS and PLATES, BRASS BUDDHAS, TEMPLE LANTERNS, KINKOSAN SATSUMA TEA and COFFEE SETS, VASES, BOWLS, SILVER and GOLD OLOISONNE VASES, IVORY CARVINGS, SILK-EMBROIDERED and CUT-VELVET SCREENS and WALL HANGINGS, DAMASCENE WARE, OLD JAPANESE CLOCKS, OLD LAQUERED and PORCELAIN WARE, GOLD HAND-PAINTED SCREEN, CARVED CHERRYWOOD DESKS, CHAIRS and STANDS, ALSO

JAPANESE POODLES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th February, 1910. [913]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF

Mr. CARL WALLNER, Whistler and Comedian.

Miss ADA KING

AND

Miss RUBY CHRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 19th February, 1910. [80]

THIS POPULAR

WHISKY

to be had from

ALL WINE
MERCHANTS
and
DEALERS.

Sole Agents—

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road.



Telephone 155.
Hongkong, 19th February, 1910. [19]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 18TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON—Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent,
Corner Padder Street and Praya (opposite Blake Pier).

12.]

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	THURSDAY, 3rd Mar., Noon.
MANILA	"LOONGSANG"	FRIDAY, 4th Mar., 4 P.M.
SHANGHAI	"CHOYSANG"	MONDAY, 7th Mar., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 9th Mar., Noon.
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 213
Hongkong, 2nd March, 1910.

13.]

CHINA NAVIGATION CO., LTD.

SAILINGS, SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
CEBU & ILOILO	"BUNGEIANG"	3rd Mar., 4 P.M.
SHANGHAI	"CHEN AN"	3rd Mar., 4 P.M.
TIENSIN	"KUEIKOW"	3rd Mar., 4 P.M.
AMOI, NINGPO & SHANGHAI	"YUEH OW"	3rd Mar., 4 P.M.
SHANGHAI	"LIN AN"	5th Mar., Daylight.
MANILA	"TAKING"	5th Mar., 3 P.M.
SHANGHAI	"ANHUI"	10th Mar., Daylight.
SHANGHAI	"CHIN HUA"	13th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar., 4 P.M.
MANILA	"TEAN"	15th Mar., 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SURE STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SURE STEAMERS (*Amoy, Cheow, Linan, Chihwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 66
Hongkong, 2nd March, 1910.

14.]

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	A. Fraser	MANILA	SATURDAY, 5th Mar., at Noon.
LAIRO	2540	R. Rodger	"	SATURDAY, 12th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 4th February, 1910.

15.]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via SHANGHAI, MOJI, KOBE and YOKO.	"FITZPATRICK" Capt. R. E. Hutchinson	—	FRIDAY, 4th March, at Noon.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,172	WEDNESDAY, 23rd March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	THURSDAY, 3rd Mar., at 10 A.M.
TAMSUI v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 6th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fusho	THURSDAY, 10th Mar., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd March, 1910.

T. ARIMA, Manager

16.]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUMI MARU, Capt. Wm. Thompson, Tons 9000 KANAGAWA MARU, Capt. J. Nagan, Tons 7000 HI ACHI MARU, Capt. N. Mathieson, Tons 7000 MIYASAKI MARU, Capt. T. Murai, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.
VICTORIA, B.C. & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th March, at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 18th March, at Noon. FRIDAY, 15th April, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	BINGO MARU, Capt. G. C. Hurry, Tons 7000	WEDNESDAY, 9th March.
SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. A. Keith, Tons 5000	WEDNESDAY, 16th March.
KOBE and YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 7000 KITANO MARU, Capt. E. Cope, Tons 9000	FRIDAY, 11th March, at Noon. THURSDAY, 17th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 16th March, at Noon.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
Manager.

17.]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

via PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st February, 1910.

18.]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI,"

Captain Pilcher, will be despatched as above on or about 16th March.

For Freight, apply to

JARDINE, MATHESON & CO., LD.,
Agents.
Hongkong, 2nd February, 1910.

19.]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mohaw*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India, etc., for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *India*, due in London on 15th April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.
Hongkong, 19th February, 1910.

20.]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROJECTED SAILINGS FROM HONGKONG

VIA SEATTLE

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Kumari... 6,232 J. Mathie 19th March

Aymeric... 4,363 J. Boyd 7th April

Oceano... 4,657 F. W. Davies 2nd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings
Hongkong, 1st March, 1910.

21.]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

" "

For further particulars apply to

P. A. LAPICQUE & CO.,
Agents at Hongkong,
No. 4 Queen's Building,
Telephone 950.
Hongkong, 28th January, 1910.

22.]

STREAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROWN.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the 'old Harbour Office.

YDEN ON S.S. CO., LD.,
and
SHAU ON S.S. CO., LD.,
No. 7, Queen's Road West.
Hongkong, 4th April, 1910.

23.]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on FRIDAY, the 4th March, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 28th February, 1910.

24.]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on SATURDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th February, 1910.

25.]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to

ARNHOLD, KARBURG & CO.,
General Agents.
Hongkong, 31st January, 1910.

26.]

Intimations

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908.

27.]

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

to

H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Veneer, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards, Best Terms.

Quick delivery.

LEUNG TAI,
Managing Director,
Hongkong, 19th January, 1910.

28.]

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RATES AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125.	\$125	{ £1,500,000 \$1,510,000 \$150,000	\$2,007,819	{Interim of £2 for account 1909 @ ex 1/9 = \$22.72	4 %	{ \$950 buyers London £88.10
National Bank of China, Limited	99,925	7	6	{ £4,000 \$170,000	\$30,553	\$2 (London 1/6) for 1909 .....	...	\$75 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,581 \$102,797	none	\$10 for 1908	7 %	\$160 buyers
North China Insurance Company, Limited	10,000	15	15	{ Tls. 225,000 Tls. 115,253 Tls. 146,586	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$2,000,000 \$198,848 \$105,240 \$65,600	\$1,454,907	{Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,004,405 \$199,254	\$707,617	\$12 and bonus \$3 for 1907	7 %	\$250 buyers
FIRE.								
China Fire Insurance Company,	70,000	\$100	\$30	{ \$1,000,000 \$138,003 \$128,801	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$175 sellers & bu.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,434,173	\$368,711	\$27 for 1907	7 1/2 %	\$362 1/2 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000	\$7,000	\$1 for 1906 .....	...	\$2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,873 \$100,000	Nil	\$1 for year ending 30.6.1908 .....	...	\$52 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$100,000 \$107,500 \$103,545 \$19,000	\$20,766	Final of \$1 1/2 for account 1910	7 1/2 %	\$504 ex-div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £100,000 £100,000	£13,755	{8/- for 1907 on Preference shares only @ ex 1/9 11/6 = \$3.154	...	\$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	{ £100,000 £100,000	£13,755	{3rd in. of 2/- per sh. (coup. No. 15) making in all 4/- for '08 & Interim of 1/- for ac. '09	...	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £100,000 £100,000	£68,817	{£1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$48,000	\$3,121	{\$0.50 for year ending 10.4.1909	3 1/2 %	\$144
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$150,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$169 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ none	Dr. \$125,801 Tls. 6,102	\$3 for 1897 .....	...	\$50 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000	Dr. \$125,801 Tls. 6,102	\$3 for 1897 .....	...	Tls. 600 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	{ £175,000 £175,283	£148	Final of 1/6 making 3/- for 1909	7 %	Tls. 184
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none	none	First year .....	...	Pa. 10 buyers
Raub Australia Gold Mining Company, Limited	150,000	£1	£1	{ £4,178	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$6 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,000	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$150,000 \$150,800 \$10,000 \$10,448 \$127,000	\$50,102	None .....	...	\$59 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ Tls. 1,000,000	\$12,715	Interim of \$1 1/2 for account 1909 .....	...	\$72 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 504,000 Tls. 125,000	Tls. 6,261	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 80 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 1	Tls. 100	{ Tls. 22,818	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$608,975 \$1,408	\$19,272	{Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$110 buyers \$80 new buyers \$202 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$100,000	\$27,911	Interim of 3/4 for account 1909	7 1/2 %	\$74 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$25,945 \$2,850	\$5,471	45 cents for 1909	5 %	\$27 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none	\$29	\$2 1/2 for 1909 .....	...	\$107 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,521,045 Tls. 1,000,000	Tls. 124,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107 1/2
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,918	Final of \$1.33 for account 1909	8 1/2 %	\$424
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 250,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 138 sales
Hongkong Cotton Spinning, Weaving and Dyeing Co., Company, Limited	25,000	\$10	\$1	{ Tls. 100,000	\$9,553	50 cents for year ending 31.7.08 .....	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,272	Tls. 7 1/2 for year ending 30.9.06 .....	...	Tls. 66 sellers
Laosung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ none	Tls. 8,289	Tls. 6 for 1909 .....	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 31,172	Tls. 15,912	Tls. 50 for 1906 .....	...	Tls. 380
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £1,500	£648	15 % per share for 1908 .....	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500	Nil	\$1.20 for 1908	19 %	\$104 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$61,138	50 cents for year ended 28.2.06	8 1/2 %	\$64 sellers
Do. Do. special shares	50,000	\$1	\$1	{ none	\$61,138	80 cents for 1909	8 1/2 %	\$181 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000	\$3,407	\$1.20 for year ending 31.7.09	8 1/2 %	\$17 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000	\$1,891	Interim of 35 cents for account 1909	10 %	\$74 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$13,000	\$3,756	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$204 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none	\$5,195	Interim of \$2 for account 1909	10 %	\$167 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000	\$7,516	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$214 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000	\$8,790	4 1/2 interim of Tls. 12 1/2 for 1909 .....	...	Tls. 2,075 b.
Maatschappij tot Exploitatie van Landbouw planten in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 1,750,000 Tls. 61,924	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000	\$1,204	None	3 %	\$10 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none	Pa. 18,640	None .....	...	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none	...	None .....	...	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 1/2 b.
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$31,096	None .....	...	\$224 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none	\$63	40 cents for year ending 31.5.09	7 %	\$44
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$172	60 cents for year ending 31.12.03	7 1/2 %	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$40,000	\$322	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$5,000	\$2,513	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	{ none	\$782	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
RUBBERS.								
Allagar Rubber Estates	750,000	2 1/2	2 1/2	{ none	none	None .....	...	7/6 buyers
Anglo-Malay Rubber Company, Limited (fully paid) ..	1,500,000	2 1/2	2 1/2	{ none	none	Interim of 6d. for account 1909 .....	...	32/6 sales
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ \$7,400	\$12,105	45 % interim for 1909 .....	...	\$145
Castlefield Rubber Estate, Limited	32,550	£1	£1	{ none	none	2/6 for 1909 .....	...	17/6
Damansara (Selangor) Rubber Co.	110,000	£1	£1	{ none	none	None .....	...	152/6
Golconda Malay Rubber Co.	82,000	£1	£1	{ none	none	None .....	...	139/-
Highland & Lowland Para Rubber Co. (fully paid) ..	181,454	£1	£1	{ none	none	7 1/2 and interim for 1909 .....	...	150/-
Do. do. (contributory)	123,545	£1	£1	{ none	none	None .....	...	nominal
Kamunong (Perak) Rubber Tin & Co.	950,000	£1	£1	{ none	none	None .....	...	8/6 sales
Do. do. A Shares	105,000	£1	£1	{ none	none	None .....	...	nominal
Do. do. B Shares	105,000	£1	£1	{ none	none	None .....	...	nominal
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	{ none	none	None .....	...	nominal
Linggi Plantations, Limited (ordinary)	900,000	2 1/2	2 1/2	{ none	18.0	40 % for year ending 31.6.08 .....	...	105/-
Do. do. (7 1/2 % pref.)	10,000	£1	£1	{ £4,000	none	Interim of 40% = 3d. for account 1909 .....	...	41/6
Ledbury Rubber Estates, Limited	6,000	£1	£1	{ none	none	None .....	...	nominal
Do. do. (contributory)	49,000	£1	£1	{ none	none	None .....	...	nominal
Sage Rubber Company, Limited	20,000	£1	£1	{ none	none	None .....	...	nominal
Sandycroft Rubber Company	50,000	£1	£1	{ \$20,000	\$1,275	Interim of 60 % for 1909 .....	...	180/-
Sekong Rubber Company, Limited	80,000	£1	£1	{ none	none	None .....	...	nominal
Shelford Rubber Estate, Limited	95,000	£1	£1	{ none	£836	3 % for 1908 .....	...	43/9
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	{ none	none	None .....	...	57 1/2 buyers
Sungai Choh Rubber Estate Company, Limited	45,000	£1	£1	{ none	none	None .....	...	nominal
Sungai Kaper Rubber Company	110,000	£1	£1	{ none	£3,448	7 1/2 % interim for 1909 .....	...	132/6

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



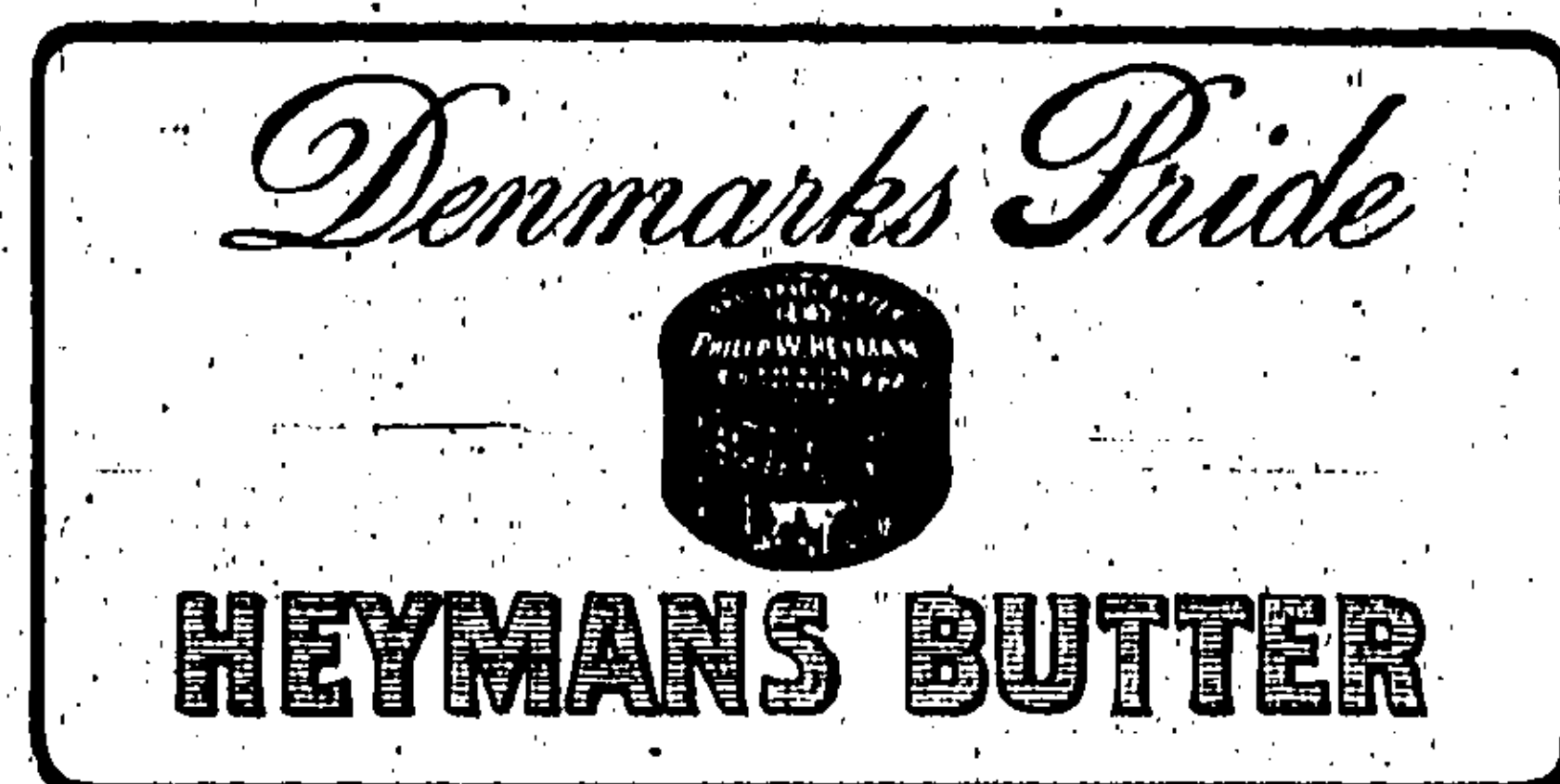
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents:

49

LEE YEE
HAIR-DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE
12 D'AGUILAR STREET,
HONGKONG.

MOHIDEEN & THAHA.

FINEST ASSORTED
COLLECTION
OF
CEYLON
JEWELLERY
AND
GEMS
of all kinds in stock.
Gold Guaranteed.

2B, D'AGUILAR STREET,
HONGKONG.
Hongkong, 2nd March, 1910

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF
TYPEWRITERS, BICYCLES
and MOTORS.

HEAGON CYCLE DEPOT,
13 and 15, Des Vaux Road.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.
LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Cash, Post, Orders carefully
executed.

Hongkong, 6th September, 1909